[Shri B. K. Gadhvi] he investment decision is pending and we re hopeful that we shall be able to take he investment decision also soon.

So far as the Punjab electricity position concerned, I am happy to inform the House that the State Electricity Board las done a good job. The plant load actor has considerably increased and effi-;iency has also increased and, therefore, on the power front, there is not much of trouble.

Madam, so far as the floods are concerned, some Members asked as to what vould happen in the chilly weather and. for the benefit of the House, I may inform that we have disbursed 2,61,937 blankets, 15.25 lakh metres of cloth, and 2,76,989 juintals of wheat. So, this is the immedi-ite relief. For repairs and reconstruction, because thouses have been .damaged—I think Darbara Singhji raised this—1,70,000 beneficiaries have been given help for repair and reconstruction of damaged houses 3,52,000 people have been given subsistence allowance and fodder grants for 4,30' 000 cattleheads have been given. There was loss of human lives also and the total loss was 583 for which Rs. 64 lakhs have been disbursed. Some of the Lok Dal Members—they always see yellow in whatever is placed before them and they are objecting to everything—said something ab-aut the help given to these people and I should inform them that disbursement of the help to the affected people and identification of beneficiaries are done in collective manner in the presence of the whole village and cheques are disbursed accordingly and so far. Madam, the Government has not received any single complaint either about leakage or about non-receipt of the help, etc., etc. So, this, should convince them that the administration is quite efficient on these counts and it is rendering good help and service to the people of the State.

Madam, since there is no much time and since I have also taken ten or fifteen min utes more, I would not take much time. But I would only say that so far as the individual problems are concerned which have been raised, I would have them led out and have *them* sent *to the* va rious Departments and Ministries for their comments.

With these words, Madam, I commend the Bill for the consideration of the House.

SHRI SHANKER SINH VAGHELA: On article 249, my party supported the Congress (1) last year also. What are you going to say on this?

श्री बी० के० गढ़वी : यह होम मिनिस्ट्री का मामला है ।

THE DEPUTY CHAIRMAN: The question is;

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the State of Punjab for the services of the financial year 1988-89, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE DEPUTY CHAIRMAN: We shall now tak eup the clause-by.clause consideration of the Bill.

Clauses 2 and 3 *and the Schedule wert added to the Bill.*

Clause 1, *the Enacting Formula and the Title were Added to the Bill.*

SHRI B. K. GADHVI: Madam, I move;

"That the Bill be returned."

The question was put and the motion was adopted,

SHORT DURATION DISCUSSION FUNCTIONING OF AIR INDIA AND INDIAN AIRLINES—Contd.

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): Madam, I am thankful to the Members for speaking on the working of the Indian Airlines and Air India yesterday at very great length. The speeches were very, very balanced and objective. The Members, I" could find, were quite sympathetic to the

problems that are faced by the passengers and by those who are working in the Airlines also. The points that they made are of course a matter of record now We propose to analyse them fully and we would like to take action on many of the points on which action can be taken.

This debate has done one good thing. This debate has brought to notice the feeling of the Members in the House, which is or which can be the feeling of the people outside also. And we who are working in the Airlines cannot be oblivious of this fact. One more thing which has happened is that on the points which were made by the hon. Members, the other side of those points were also projected by the Members who spoke from both the sides. If a point was made giving one aspect of it, the other Member got up and projected the other side, other aspect, of that point also. So it was possible for us to look to the problems and issues from different angles and come to the correct conclusions. This gives an opportunity to the Ministry also to shed some light on some of the points.

Now, this debate has been so elaborate and so comprehensive that I was thinking that it could have been a debate on the Demands for Grants of this Ministry also. It has been so elaborate...

THE DEPUTY CHAIRMAN- The Rajya Sabha always has very elaborate discussions—even on statements. *(Interruptions)* ...

SHRI SHIVRAJ PATIL: Madam, one of the important points that was discussed on the floor of the House is the treatment given to the passengers and to the MPs and to others by our friends in the Indian Airlines. The only thing which I can say on that point is that we are sorry for the inconvenience caused to the passengers and to the hon. Members. I would like to say that we would be more careful and we would like to see that there are no occasions when the hon. Membars or outsiders may have some grievance against them. Having said this much, I would like to say that there are some points which go in favour of our friends who are working in the organisation. One or two Members from this side and one or two Members from the Opposition Benches also explained the diffi culties which the employees of th© Air lines sometimes face. If you allow me, I would like to say that We have received some letters from very high dignitaries about the manner in which our emplo yees take pains to help the passenger on board. One of the dignitaries who has written that letter to me was really sit ting in the Chair in which you are sitting today. He was very kind to inform the Indian Airlines as to how a lady crew member on board went out of her way to help one of the passengers who was on board and who had suffered a heart at tack, how he was treated, how he was gi ven help at the airport also and how hi* life was saved. So, if we have some minus points, we have some friends who are very conscious of the duties that they have to perform. So, there are people who need to improve a little. But the majority of the people are doing their best to help the passengers. I am not defending. I am just explaining and I hope that this aspect will also be remembered by the hon Members. They have to deal with a lot of people from morning till evening. They are human beings and sometimes their weaknesses may be thrown up and they may succumb to the weaknesses. I am just pleading with the hon. Members that the sympathy with which they have dealt with this matter on the floor of the House may also be shown to those people who are sometimes in a very difficult situation. That does not mean that they have liberty or they can be have in whatever fashion they like. I am just projecting these two aspects. I think it is not necessary for me to deal with this point in greater detail.

The hon. Members spoke about delays. On this point also, I have to concede that there have been delays. I would not like to say that there have not been any delays. I am explaining why the delays have been there. But it is not given to me to say that there have not been delays. One of the reasons is that we are trying to reach distant places in the country. We are trying to meet the demands made on the Indian Airlines by the people coming from different areas. In doing this, they are stretching the machines. Therefore,

[Shri Shivraj Patil]

sometimes it becomes very difficult to keep to the schedule and to fly on time. But we are examining this issue very carefully. There are very valid suggestions liven by the hon. Members. I was touched whet;, the hon. Presiding Officer in the other House called me and said that 'this House is going to give you full backing if it is necessary for you to reduce flying. If you want to fly a little less, you do it and we give you full backing, but you fly an time and safety'. I think that many of the hon. Members in this House also expressed their views in this manner and we are really thankful to them. We have (already started looking at the schedule which is given to the Indian Airlines and we are trying to see in what fashion the burden on the machine and men can be reduced so as to see that we reach places on time. In doing that, one thing which we have to remember is that those who should be helped are not denied the help. If the people have to come from distant places, it is not good to say that they would not be given this kind of facility. It would be necessary to provide them the facility. At the same time, we have to prepare the schedules in such a way that there are no delays. This is a task which requires a lot of balancing, which requires a lot of thinking and which requires a lot of application of mind.Our friends in the Airlines are 8.00 p.m. doing that, an dl hope that this can be achieved to a very great extent. Hon. Members suggested that we should take aircraft on lease. In fact, already we have taken action and we have received three aircraft. We are likely to receive one more aircraft. And then we are taking one aircraft from the Bhutan Government, and one aircraft is coming from the Soviet Union on lease. And with these six aircraft at our disposal, it would be possible for us to reduce the burden on our machines and to see that the delay is reduced. So, in this fashion we are trying this. There are some other thingg also. The bird-hits are there, sometimes the weather conditions are not good, and to provide safety sometimes we do deliberately take a decision not to fly. And it causes disturbances, it causes difficulties to Members. But the people at large and the Members also do understand these kind, of difficulties. Sometimes we have the bomb-scare and the things like that. Security has become a very important issue, and in the procesg sometimes the flights are delayed. And I suppose that there would be full understanding on this point also. On the one hand, the Airlines will be duty-bound to see that they fly on time, and they have the schedule in such a fashion, organised in such a fashion as to see that it becomes possible and it becomes feasible to fly on time. On the other hand, well, there are human weaknesses and sometimes things are not in our control. Today I am replying to a debate on delays. And my reply is also...

THE DEPUTY CHAIRMAN: Delayed, SHRI SHIVRAJ PATIL.. delayed. This is 'beyond the control of any of us sitting here, certainly not in the control of the Chair or it is not in the control of my learned friend...

THE DEPUTY CHAIRMAN: The Minister of Parliamentary Affairs.

SHRI SHIVRAJ PATIL:. .. who has been there trying to help me a lot in this respict. But sometimes things go beyond your control and it does not become possible. In fact, this fact itself is very, very cogent and it goes to prove that sometime things are not in your control, and sometimes with all the good intentions, with all the intentions to be on time, to do things in the manner in which we should do, it becomes very difficult also. *(Interruption)* Madam, on this point, I think, I need not dwell in greater details. There are other points which have been made by the hon. Members—cleanliness, quality of food and the facilities which are provided on the board and at the airport also. Well_ we will do our best to see that the airports are kept clean and the aircraft are also kept clean. And the other things which are required, blankets and pillows and all those things, if there are' any shortcomings, we would be in a position to see that enough number of blankets are there, enough number of pillows art' there, the newspapers are there on board,

the magazines are there on 'board. And these are the things which can certainly be controlled, and I am sure that our friends in the Airlines would certainly take action on these points and it should not be difficult. As far as the quality of food is concerned, we have been looking at it. And we are taking food from very renowned hoteliers, and all those things we will try to see as to how the quality of food also increases. But then I need not go into all these details and the hon. Members also want that I should not go into the details.

As to the accidents and incidents, well, we are really very sorry that two accidents have taken Place and valuable lives have been lost. The only thing which is left to us is to give our sincerest condolences and sympathies to the members of the bereaved families and to help them financially and in any other manner to the extent it is possible to us. The life and death is something which is not in the control of human beings. And once this thing has happened, we are very, very helpless in this matter. The Court of Enquiry has been constituted. Certainly the report will be given. Very carefully the report will be examined and then we would try to take corrective actions on the points which will be made in the report...

AN HON. MEMBER: What about ex-gratia payment?

SHRI SHIVRAJ PATIL: I will come to that. Madam, on this point, I have spoken in this House itself and it is not necessary for me to go into the details. As far as the compensation is concerned, as far as all those things are concerned, I am not going into the details. But I have just explained the policies, the approach we want to adopt in this respect. Whatever help we can give, we will give. Even if it is necessary to go a little out of the way to help, we would do that. On the amount of payment and all those things, it will be very carefully examined and our Intention would be to be of as much help as is possible. Beyond this, I think, I may not be able to respond on this Point.

As to the training, people have said that training is very very important. We are going to take very important decisions on training also. I may mention that we are thinking that people who are coming from Aero-Clubs and Indira Gandhi Uran Academy, should be recruited in Vayudoot first and from there they can go to Indian Airlines and then to Air India. In this fashion, they would be graduating from one place to the other and they would have promotional avenues open to them and it would be possible for us to have experienced pilots. We have to formulate the policy in this respect and after our policies are formulated, we would take action. We have established the Indira Gandhi Rashtriya Uran Academy which is going to be very helpful. We have simulators; we have all the necessary paraphernalia and the wherewithal available in this Indira Gandhi Rashtriya Uran Academy and this will be very useful to us. In the other House, a statement was made on behalf of the Government that a committee will be appointed. That committee will consist of experts. They will go into all the details of the training and a report would be given to us and we would like to implement that report so as to see that as we induct more sophisticated aeroplanes and start using more sophisticated instruments at the airports and as we start using more sophisticated communication and navigational instruments, as become necessary, we can look to the maintenance aspects of all these things in detail. All these aspects will fee studied and the report will be acted upon.

On maintenance, there were some points made by some Members saying that maintenance does require looking into. We have got maintenance facilities at different places. I am not going to give details of the maintenance facilities which are available with India,, Airlines and Air India in the country; they are known to the hon. Members. Or, we can give the information to them in more details if they like. . But as far as maintenance is concerned, it is a thing which has to

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e continuously examined and upgraded. : we are going to have better aircraft, fore sophisticated aircraft, maintenance also going to be more difficult, morein-ricate and maintenance facilities have lso to be more sophisticated. From that ngle also we are going to look into these roblems and all these things are going *$* be examined. The committee which will go into all these matters consists of xperte and on their report we would like o act. It is not necessary for me to ay anything more on maintenance.

As far as airports are concerned, we have International Airports Authority Looking after the international airports and we have National Airports Authority looking after the national airports at ifferent. places. It is necessary for us to to on expanding our airports and go on providing facilities at the airport com-nensurate with the activities which are oing to increase, and commensurate with he kind of equipment we will be rehired to use at different places. But he difficulty is that everything has to b* ione at one and the same time. We have get new aircraft; we have to provide naintenance facilities, and if they are arge-bodied and big aircraft, so many nore passengers will 'be alighting at the irports and it becomes necessary to 'rovide all those facilities. All these hings have to go hand in hand. The lifficulty arises as to wherefrom we are going to find funds for this, and time equired is also important. The demand increasing from every part of our ountry, we find more and more demand or it. We are happy that we are pre wised to provide these facilities. We wild have been uphappy if we are not ressurised This is an indication of evelopment in the country. People are ecoming richer. They are wanting to avel from place to place; they want to o to different places for education, for dministration and for many such things and they have started valuing time also and they would like to go to different laces, and that is why there is demand o provide more facilities. One (could feel ritated and pressurised. Yet we have very reason to feel happy over the development which is taking place in our country. This is an indication of this rate at which many things in our country are developing and we really feel that this is some thing about which all of us can be happy from one angle, if not from all angles.

As far as wage settlement is concerned, this problem has been there with the airlines for some time, but they have tried to help the employees. Interim relief was given to them and I was told that the interim relief was to the extent of 10 to 12 per cent of the salaries they were getting. But there were some other issues, like rationalisation of basic pay and other things, which could not be settled. So the matter was not settled. But I am told that Indian Airlines has settled this issue with the employees, the technicians and engineers. Air India also settled this issue with some of their employees but the issue with pilots etc. has to be settled. I think it would be possible for the airlines as well as the employees, who have good of the airlines at their hearts, to settle these issues. I have no doubt in my mind about this aspect and I hope they would sit together and discuss with each other and try to do justice to each other. Airlines should do justice to the employees and the employees should do justice to the airlines and the people at large. From this angle. with a view to help each other to the maximum extent possible, I hope settlement will be done and I hope that this issue will be clinched and with this, one of the things which was pending for a long time, will be over.

One hon. Member spoke about rationalisation of the work force in the Indian Airlines and Air India. Mr. Vishyjit Singhji made the point very cogently. He was quoting figures saying that for this number of passengers, you have these many employees working with you. It is not easy to brush aside what he has said but I would like this aspect to foe understood from another angle also. He was trying to compare the situation in India with the situation in other countries. In other countries, what happens is, you have the aircraft; you have some people helping you to fly those

aircraft. But it is not necessary to have maintenance facilities provided. Now if the factory producing the aircraft is there, maintenance can be done in the factory. There may be other organisations, not with the airlines, who are helping them and so the maintenance becomes a separate activity; security, likewise, becomes a separate activity; cleanliness becomes a separate activity. And if we look from that angle, then it is possible for us to reduce the work force which they are using. But in India we do not have the factories where aircraft are produced, and even if we have the HAL, that is used for Defence forces. So, per force, we have to have maintenance facility and work force for the same. From this angle, it has to be examined. But we would like to see that we do not have more persons than are necessary. At the same time we would not like to retrench anybody. On the contrary, we would like to use the work force which is with us when we are expanding and we would like to recruit people in a very careful manner so that it helps the airlines as well as the workers and everybody else. This is our policy; this is our approach and on the one hand we would not just go on retrenching people; on the other hand we will not indiscriminately go on recruiting people. We would be careful in all those things. People who are with the airlines would be used by the airlines in the areas where expansion is taking place and when they are recruited, they would be careful because they would be using modem gadgets and it should be possible for them. I think hon. Members will understand the situation in which our airlines are put and would just realise what can be done and what cannot be done. We shall have to take a very very correct stand on this point.

Some points were made about harmony among the officers, harmony between the employees doing one kind of duty, one kind of job, and employees doing some other kinds of thvngs and other people who are at the helm of affairs in the Indian Airlines and Air India. The only think I can say is that I have found that they do understand each other. The do help each other. They try to ha harmony between themselves. But think that on every point they shou think alike and there should not be ar difference of opinion is not possible. is not possible even in a family. It a family. It is not possible in this Hou also. Therefore, it is not possible ov there. It should not be overemphasise Harmony is there and it would be th intention of everybody right from th man at the lowest rung to the man the highest level to generate harmony..

SHRI S. S. AHLUWALIA: I mention about the crew members. Why has th Indian Airlines not recognised the Ass ciation of crew members? Thirtee hundred members are there. But the A socition is not recognised by the Indi Airlines.

SHRI SHIVRAJ PATIL: It is a bigg issue. I will discuss it separatel Otherwise, the link will be broken. sh,eti-

SHRI S. S. AHLUWALIA: This h given rise to a sense of frustration i their minds.

SHRI SHIVRAJ PATIL: About acqu sition, hon. Members very kindly sa 'Please acquire more aircraft; increa your capacity; have more aircraft t meet the increasing demand.'

SHRI JAGESH DESAI (Maharashtr Take on lease.

SHRI SHIVRAJ PATIL: They ha said that we should take aircraft o lease.

I have spoken about the aircraft whi we have already contracted for and w are going to take on lease. About i I have already spoken. Now, the Indi Airlines is going to get 19 aircraft ne year. The delivery of the aircraft the Indian Airlines will start from Ma or April next year and the delivery wi continue up to the end of next yea Nineteen more Airbuses will be added

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to fleet of the Indian Airline*. Air india has also acquired two combi aircraft, biggor aircraft which can carry more cargo also. Boeing 147 Combi aircraft they have acquired and they are going to acquire two more ircraft, | am told, and other things are being lookd into. As far as the other air-ines are concerned, it is not necessary or me to dwell on those things.

Acquisition is going to help them. It is going to be of great help to them. If ou ask me, what is the most important hing which has been done by these air-ines in two years' time, I would say that they have wisely taken steps to see that hciar capacity is enhanced, their capacity is augmented and with the augmented capacity, it would be possible for them to meet the demands that are made O0| them and it would be possible for them to provide the facilities. Rightly hon. Members have expressed the view that more aircraft should be acquired and, rightly, they have taken the decision to acquire more aircraft. The intention would be to acquire more aircraft. Indian Airlines is thinking of acquiring some more aircraft; ten to twelve they are going to acquire. Something is happening in this respect also. It is not necessary for me to go into the details of this. But I would say thai the thinking of hon. Members on this point and the thinking of the airlines is in one direction. I am happy to inform the House that they have already taken steps on all the points on which you wanted them to take some action. *(Interruptions)*

There were other points made by Members and these are very good points, I should say. Where are we going to get the funds from? The Government of India has, rightly, asked the Civil Aviation Ministry to be on its own. But where it is possible and absolutely necessary, \ am sure, the hon. Finance Minister he has left—would come to the succour of civil aviation activity in the country. Rightly they have said that the Civil Aviation Ministry should be on its own. We would be proud to be, on our own, at the same time we would increase our capacity as far as aircraft is concerned, maintenance facilities, training facilities are concerned. You will ask how this kind of magic yon are going to perform. The simple answer is, it is possible, we have a plan for that and it is not beyond the reach of the imagination and vision of our friends working in this kind of activity. We would like to make use of the credit which will be given to us. We would like to take loan from the international financial institutions with the guarantee given by the Government of India. It is possible in this kind of activity to carry on our activity in this manner. We do not find any difficulty. If there are any difficulties, certainly we will be helped by the Government.

Then, a question was asked, "For whom do you fly?" It was asked by one of the Members here. It was a very right question, "Do you fly only for the elite in the society, why do you fly?" Well Madam, I would like to say that the development activities have to go hand in hand with so many other things. If a satellite is launched, if a sophisticated instrument or a most sophisticated thing is launched, it is going to help the farmer in the village. If we fly, if we allow some people to fly and if we make the facility available to him to fly from the city to the village, I am sure the objective of spreading the industry into the rural areas will be easily achieved. This is the intention. It is not only for the elite, it not only for the affluent or the rich but it is for those who want to save time, it is for those who have to reach on time at different places and at the same time we are trying to provide this civil aviation facility also through Vayudoot to the people who are living in the districts and in the rural areas also by expanding. So, this point will be understood and appreciated by the hon. Member.

SHRI JAGESH DESAI: From Silent* to Imphal the fare is only Rs. 60 and ' think even the students use this facility.

SHRI SHIVRAJ PATIL; Madam, I was very much touched when one of the Members, Shrimati Mabishi, yesterday said, "We are not criticising you, we are thinking aloud." One Member suggested, let there be human touch in whatever we do. Some Members were very forthright

and bold, probably they were openly saying "Help the Civil Aviation organisations and so on, help the employees to produce better results." Nothing can be more encouraging than this kind of feeling and support our friends in the Civil Aviation Ministry and in the Indian Airlines have got but the only thing is that it should be taken in the right spirit and the response to this kind of feelings should be correct, we will do our best to respond in a correct manner to these feelings. However, I would specifically like to express gratefulness on behalf of the employees, on behalf of the officers in the Airlines and in the Ministry for this kind of feeling that they hate expressed and we will try to conre up to the mark.

A pertinent point was made by one of the Members. "Do you have a perspective plan." *(Interruptions')* Do you want me to ' finish quickly

(Interruptions)

THE DEPUTY CHAIRMAN: We have four statements.

SHRI SHIVRAJ PATIL: I will try to finish as quickly as is possible.

i am on perspective plan. The point was aised by Shri Matto. He wanted to kn:w whether we have any perspective plan. We do have a perspective plan. Under the perspective plan, by 2000 AD, the Indian Airlines would like to have 143 aircraft. I am just quickly going through it. By 2000 AD, Au-India would like to have 45 aircraft. 2000 *AD,* the number of pilots that would be required by Air-India is 708, and by Indian Airlines 1973. The amount of money that would be required for Indian Air Lines by 2000 AD is Rs. 6063 crores and the Indian Airlines would like to have Rs. 8998 crores. The airport facilities and other facilities would also require some money. The total amount of money that would be required by 2000 AD is about 20,000 crores, this includes every thing—airport-authorities, the airlines, the maintenance facilities and all those things.

SHRI SURENDER SINGH (Haryana); By 2000 AD, every thing will be al riant.

SHRI SHIVRAJ PATIL; This will help us to develop our civil aviation activities I am not going into details, but we have a plan from 1991 to 1995 and from 1996 lo 2000, but because of paucity of time,] am just skipping this.

THE DEPUTY CHAIRMAN; I suggest that you circulate this to the Members so that they will know because they were concerned about it. Kindly circulate it to all those who have participated in the debate and for the benefit of other Members also.

SHRI SHIVRAJ PATIL; We will do that, Madam. One thing more I would like to bring to your notice. We are not only looking to the perspective plan of Civil Aviation Ministry, we are also asked *to* prepare a perspective plan of the transport activity in the country as such. We are transporting human beings and cargo by using the road transport, the rail transport, the waterways, the ropeways, the pipelines and the airways. We are trying to prepare a perspective plan of all these things. When the perspective plan of all things is prepared, we would be in a position to use the scarce resources which are with us in the best possible manner.

The task is very difficult. It is not very easy. But we would like to perform this task also.

THE DEPUTY CHAIRMAN: Mrs. Mohsina Kidwai is smiling, because she was also the Minister for this.

SHRI VISHWA BANDHU GUPTA (Delhi): What about air taxis?

THE DEPUTY CHAIRMAN; The bal. loons are also included in this.

SHRI SHIVRAJ PATIL; Madam, about airtaxis, the Government of India has taken a decision to allow those people who have the aircraft to fly here. Now if they have an aircraft and if they want to fly, we would allow them to fly.

THE DEPUTY CHAIRMAN: Including the balloons.

SHRI SHIVRAJ PATIL; I do not know whether balloons can be allowed to fly as taxis.

Now one last point which I would like to make is, having said that all hon. Mem. bers from both sides have been very very •objective and they did not raise any intricate issue for me, I must say that on one point, they were a little political—and that point is the WIP's flights.

SHRI SURENDER SINGH; They were not more political than the Indian Airlines.

SHRI SHIVRAJ PATIL: If the Prime Minister of India is going to some other country, he is going as a representative of this country, . a representative of the people. His security is involved, the country's prestige is involved, and when he is going, he is representing the entire country as such. When he goes there, agreements are signed under which thousands of crores of rupees of trade, commerce and industrial relationship develop, science and technology flows, international issues are solved, political issues are solved and good, will is generated, which is invaluable. If a country like India does not provide a flight to the dignitaries in our own country it will not be proper. So, my humble submission to this House and the honourable Member is that when the Prime Minister of this country or any other dignitary of this country is going to other countries, We cannot take a stand which would belittle the status of our dignitaries.

SHRI JAGESH DESAI; Even Chief Mi. nisters have their own planes. They are going.

SHRI SHIVRAJ PATIL; Madam, I would like to say that on one hand we Would like to add more aircraft, have better maintenance facilitiess better training facilities, we would like to strengthen Vayudoot we would like to strengthen Pawan Hans, we would like to strengthen the Indira Gandhi Academy, we would like to modernize and, on the other, we would like to generate a new debts, and a new ethos can be generated only with your sympathy and understanding, and discipline and dedication by the people who are working there, and the sympathy of the people outside also.

Madam, I have done. Thank you.

SHRI SHANKER SINGH VAGHELA: Madam, only one point I would like to know ,.. *(Interruptions)* ... Regarding the Commission of Inquiry on two lakhs of compensation .. • *(Interruptions)* ,..

THE DEPUTY CHAIRMAN; I think it was a marathon flight we had, which started three days ago, and we have safely landed. Now let us go to Urban Development. Shrimati Mohsina Kidwai.

STATEMENT BY MINISTER

Report of National Commission on Urbanisation

THE MINISTER OF URBAN DEVELOPMENT (SHRIMATI MOHSINA KIDWAI); Madam Deputy Chairman, I have great pleasure in announcing that the National Commission Urbanisation headed by Shri Charles Correa, the eminent architect, has submitted its report to the Union Government. The Commission was constituted in October, 1985 at the initiative of the Prime Minister and with the mandate to examine the state of urbanisation in the country identify priority action areas and formulate specific guidelines for an action plan for managing rapid urbanisation.

The Commission's report has been circulated to the Hon'ble Members of Parliament, State Governments and Central Government Departments and agencies.

The Commission has dome up with specific suggestions on a broad range of policy interventions necessary to bring about more efficient urban settlements which could generate rapid economic growth with equity and social justice. The Commission asserts that urbanisation is a positve forcei and a necessary concomitant